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14 June 1956

COMNAVGER

EAST GERMANY/Diesel Motorenwerk Rostock Production

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Report confirms expansion of subject plant to permit construction of  
MAN type diesels under license.

1. Work for VF-SME.

In 1953, D.M.R. worked almost exclusively for VF-SME. By 1955, VF-SME's work had decreased to about 10% of the plant's total capacity. This figure included about 3.5% (1 special section) exclusively engaged in removing, overhauling, and reinstalling aboard ship old JUMO diesel engines. Total annual output of the entire plant ran between DM East 60,000,000 to 80,000,000 during recent years.

2. Diesels up to 1,400-HP.

The only new diesel engines built in the plant up to 1954 were of the 1,400-HP MWM type. They were built after sample engines bought from ~~MOTORENWERKE~~ MANNHEIM in west-GERMANY. The MANNHEIM enterprise did not receive any payment except the purchase of the engines. In early 1955, the new construction with license of 100-HP BUCKAU-WOLF diesels began. The number of finished diesels was probably high. Since 1955, the plant has also tried to develop 1 or 2-cylinder 2-cycle diesels. Prototype

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 engines were finished during the winter 1955/56. In 1955, the plant also started developing a new 120-HP ~~MAN~~ diesel based on the above 100-HP BUCKAU-FOLF diesel, and began working on a new 180-HP diesel. The ~~MAN~~ latter will probably be a 4-cylinder engine. Except for the latter diesel, all of the above diesels are for marine duties.

### 3. 4,000-HP and 5,400-HP ~~MAN~~ diesel engines.

In 1955, HAUPTVERWALTUNG ELEKTROKRAFTMASCHINENBAU (HV EKM) demanded the construction of diesel engines for "bigger ships". They suggested modeling these diesels on known MAN designs. Thereupon, the MINISTERIUM FÜR SCHIFFBAU established contact with MAN in west-GERMANY (see ref a). Two types were selected for possible construction: a 4,000 and a 5,400 HP type. These were slowly running (between 300 and 700 RPM) engines, and are the same types presently built by MAN as marine diesels. As a fee for construction with license ("Lizenzbau"), MAN had demanded 100,000 DM per year for the license proper, and another 30,000 for every individual diesel built. MAN also pointed out that they would sell west-German built engines to the SOVZONE government. West German engines were to be ~~MAN~~ bought for the first 10,000-ton freighter FRIEDEN launched early this year. The 2nd 10,000-ton freighter, VOLKERFREUND-SCHAFT, launched in March 1956, will probably also get MAN built engines.

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### 4. Plant expansion.

Excavation work underway in the area just south of D.M.M. workshop buildings,  to be an indication that D.M.M. themselves will eventually build the big diesels and will not buy them from MAN except for those urgently needed for FRIEDEN and, perhaps, also for VOLKERFREUND-SCHAFT.

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